

Open Spaces

It is intended to make open spaces safer and more welcoming, and provide strong links between areas. Open spaces such as Ashgrove Reserve could reflect the cultural identity of Mangere through plantings and art features. Wide shared pathways for pedestrians and cyclists, street furniture such as seating, and signage can provide stronger linkages between areas and encourage increased use of open spaces.

The central walkways along Cape Road, Windrush Close and through to Waddon Place and the Town Centre may also be improved with wider pathways.

Refer to the Project Route Sheet for the Mascot Ave to Waddon Place walking and cycling route for more information about open spaces.



Example of open space improvements

Urban Design and Landscape

In parallel with the design process for the changes to the roads, further engagement will be taking place with mana whenua and iwi to discuss how the cultural identity of Mangere Central could be reflected in the project. Areas for possible artwork will be identified and how these could be delivered will be discussed with iwi and other stakeholders.

What's going to happen and when?

Technical assessments of the concept designs have been completed by engineers, cycling and public transport specialists. Detailed design of the works is intended to begin in November 2014 taking around three months to complete. It is hoped that construction of the following first stages of the project can start early in 2015:

- A walking and cycling link from Mascot Road to Windrush Close
- Enhancements to a walking and cycling route from Windrush close to Waddon Road

- Improvements to Mascot Road.

Detailed design and construction of improvements in other areas will continue as funding is confirmed. It is intended that most improvements are completed by the end of 2015.

Project Route Sheets providing more information about what is planned in different roads and areas are available from the project webpage: www.at.govt.nz/projects-roadworks/te-ara-mua-future-streets.

Contact us

For more information about Te Ara Mua - Future Streets, contact Auckland Transport on 09 355 3553 or at www.at.govt.nz/projects-roadworks/te-ara-mua-future-streets or go to www.futurestreets.org.nz.



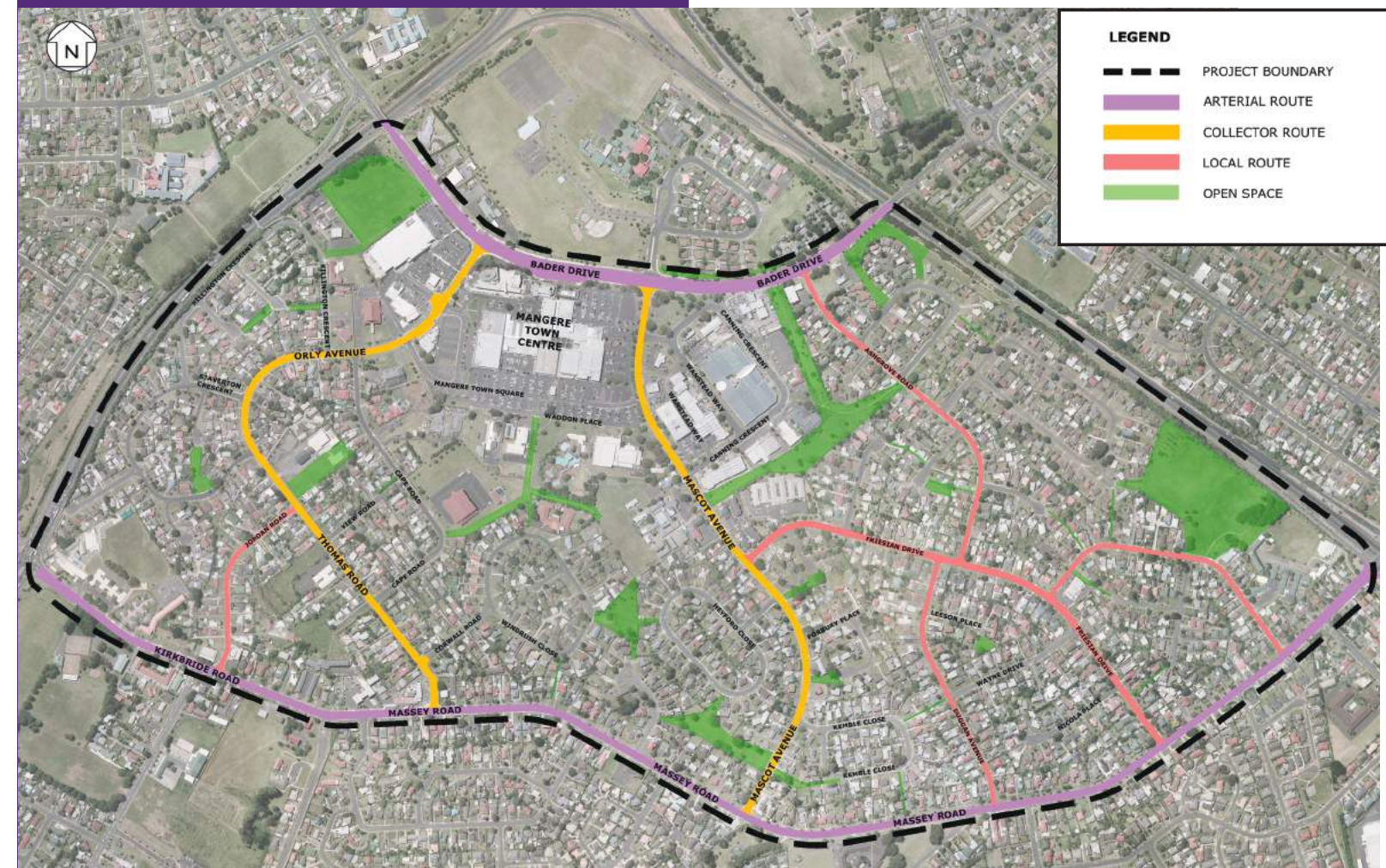
FUTURE STREETS
Te Ara Mua

Te Ara Mua Future Streets is a partnership between the Ministry of Business, Innovation and Employment, the Māngere-Ōtāhuhu Local Board, Auckland Transport, the NZ Transport Agency, and a number of research organisations.

PROJECT INFORMATION

October 2014

The Te Ara Mua - Future Streets project aims to transform the streets of Mangere and make it safer and easier for people to travel around, especially by walking and cycling. Changes are likely to be made to streets, pathways, crossings and accesses to the Mangere Town Centre and schools. The changes could also include the addition of cultural elements to reflect the identity of local iwi and the Mangere people.



TE ARA MUA - FUTURE STREETS

Project Objectives

The objectives of the project are to:

- Provide better infrastructure for walking and cycling to school
- Increase safety in identified 'at risk' areas
- Promote positive health, recreation, social and economic benefits.

What's happened so far?

Over the last 18 months the project team has worked with the Mangere community to understand the issues associated with getting around safely on foot or by bike.

Roads and streets have been classified according to their purpose (arterial, collector, local road, cul-de-sac routes) and through community conversations the team has developed concept designs for improvements to roads, footpaths and open spaces.

Preliminary designs have been developed and the first changes will begin to be constructed in early 2015.

Arterial Roads

An arterial road is the main traffic corridor through the area and the efficient flow of traffic along these roads needs to be maintained. Potential improvements to pedestrian crossings and roundabouts and the installation of new pedestrian facilities could provide safer ways for pedestrians and cyclists along these routes.

Massey Road and Bader Drive are arterial roads. Bader Drive is also part of the NZ Transport Agency's proposed East West Connections Project (<https://at.govt.nz/projects-roadworks/east-west-connections/>). This project will improve pedestrian crossing facilities across Bader Drive.

Refer to the Project Route Sheets for Massey Road and Bader Drive for more information about what improvements may be made to these routes.



Example of improvements to existing roundabouts on Bader Drive

Cul-de-sac Routes

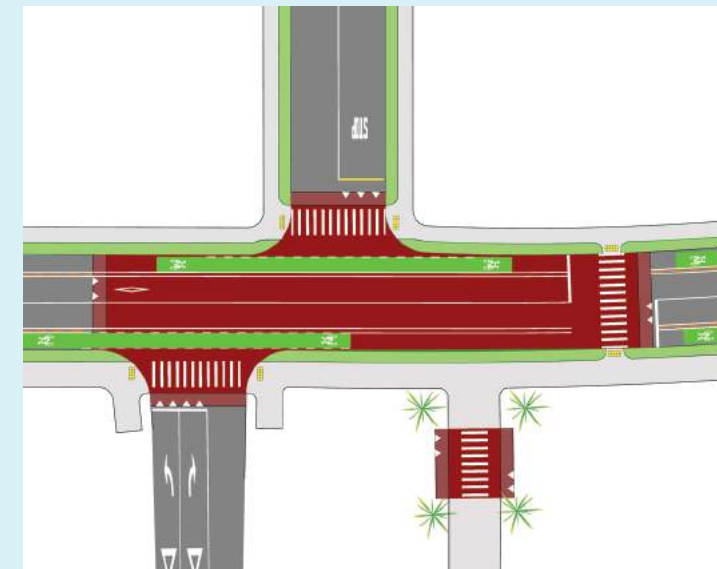
Cul-de-sacs are already generally low speed areas with low traffic volumes. Often they are streets that are safe enough for children to play in.

An option which could be considered is the partial closure of Windrush Close to provide improvements to pedestrian and cycling facilities.

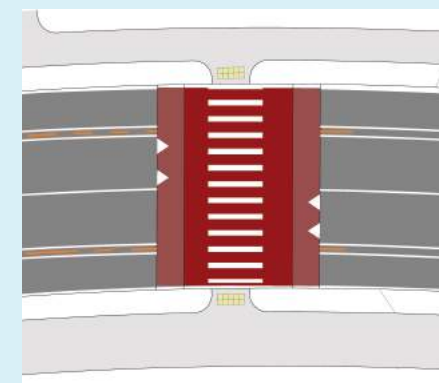
Refer to the Windrush Close Route Sheet for more information about this.

Quick facts

- \$7 million dollar project, including research, design and construction
- Detailed design commences November 2014
- Construction of a walking and cycling link from Mascot Road to Windrush Close and enhancements to the walking and cycling route from Windrush close to Waddon Road will commence early in 2015
- Improvements to Mascot Road will be made in early 2015
- Improvements to other roads and open spaces will be made as funding is confirmed.



Example of a raised speed table on a collector road



Example of a raised pedestrian crossing on collector roads

Collector Roads

Collector roads feed into the arterial routes. The objective of the Future Streets Project is to reduce speeds on collector roads to improve safety for cyclists and pedestrians. Thomas Road, Orly Avenue and Mascot Avenue are collector roads.

These roads are also part of the public transport network and any changes will need to accommodate buses along these roads.

Changes on these roads may include:

- Raised pedestrian crossings
- Raised speed tables
- Dedicated cycle lanes
- Improvements to bus stops
- Landscape planting.

Refer to the Project Route Sheets for Thomas Road and Orly Ave, and Mascot Ave for further information about what improvements may be made to these routes.

Local Roads

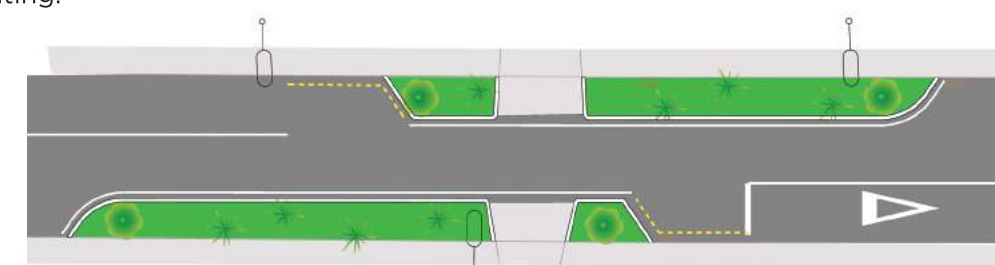
The objective for local roads is that they become slow speed areas shared between traffic, cyclists and pedestrians. Local roads include Jordan Road, Imrie Avenue, Ashgrove Road, Dugan Avenue and Friesian Drive.

Improvements to local roads could include:

- Raised speed tables and road markings at road entries
- Narrowing of the road width to slow traffic
- Landscape planting.

As a proposed Public Transport route, improvements to Friesian Drive could be different to other local roads. Any improvements may need to accommodate buses.

Refer to the Project Route Sheet for Local Roads for possible improvements to Imrie Avenue, Ashgrove Road and Duggan Avenue.



Example of road narrowing on a local road